



# **Nantucket Memorial Airport Master Plan Update**

## **Appendix 7– Modification to Standards 85 & 86**



**2015**

Prepared for:  
**Nantucket Memorial Airport Commission**

Prepared By

**JACOBS™**

Jacobs Engineering

In association with



**Robin Lee Monroe & Associates**





## ***Nantucket Memorial Airport Master Plan Update***

### **Appendix 7 – Modification to Standards 85 & 86**



NEW ENGLAND REGION  
WAIVER OF AIRPORT STANDARDS  
(or Deviation)

Airport: Nantucket Memorial Airport

Deviation Summary: Parallel Taxiway Separation Requirements

Standard: AC 150/5300-12, Airport Design Standards-Transport Airports.

Deviation: Reduce separation from 153' centerline to centerline  
to 125' centerline to centerline.

Justification: New parallel taxiway extension is sited 400' from  
runway 6-24 centerline. This is 125' from centerline  
of existing partial taxiway. Maintaining both  
taxiways will allow more flexibility for flow control  
by ATCT. Existing taxiway will be restricted to small  
aircraft.

Additional Documentation filed: see memo, dated 5/1/86, to  
Nantucket general Correspondence File.

Coordination: ANE-200 5/21/86  
ANE-400 4209/86 5/21/86  
ANE-500 5/8/86  
ANE-610 5/21/86 LP 5/23/86

Authority to waive FAA Order 5300.1

Recommended William M. Cronan

Date 5/6/86

Approved Gerald D. Curtin

Date 5/6/86

Prepared by: F. Craig Bailey

F. Craig Bailey

5/1/86



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

Subject: INFORMATION: Nantucket Memorial Airport  
Waiver of Parallel T/W Separation Criteria

Date: MAY 01 1986

From: Project Engineer

Reply to  
Attn. of

To: File:

AIP Project No. 3-25-0033-07 provides for the extension of the parallel taxiway for R/W 6-24 from its current terminus at stub taxiway C (to be redesignated as T/W D) to the R/W 24 end. As part of this project, the existing taxiway from the terminal apron to R/W 24 was to be abandoned.

The Nantucket Airport Commission, at the request of the Manager, ATCT, has proposed that the existing taxiway not be abandoned, but used as a parallel taxiway from the terminal apron to the holding apron being constructed at R/W 24.

Nantucket Memorial Airport is a commercial service airport served by New York Air. The carrier utilizes primarily DC-9-30 but use by B-737 and MD-80 is probable.

Also, the airport receives occasional use by B-727, in a non-commercial capacity. Advisory Circular 150/5300-12, Airport Design Standards - Transport Airports, requires 153' separation between parallel taxiway centerlines for Group III aircraft (wingspan between 79' and 118'). The separation between the new taxiway and existing taxiway is 125'.

Airport use by Group III aircraft is not frequent, however it is conceivable that parallel operation by large aircraft could occur which would present a potential hazard. To prevent this possibility, although remote, certain restrictions will be required on the use of the existing taxiway.

It is recommended that a waiver of parallel taxiway separation criteria be granted subject to the following restrictions:

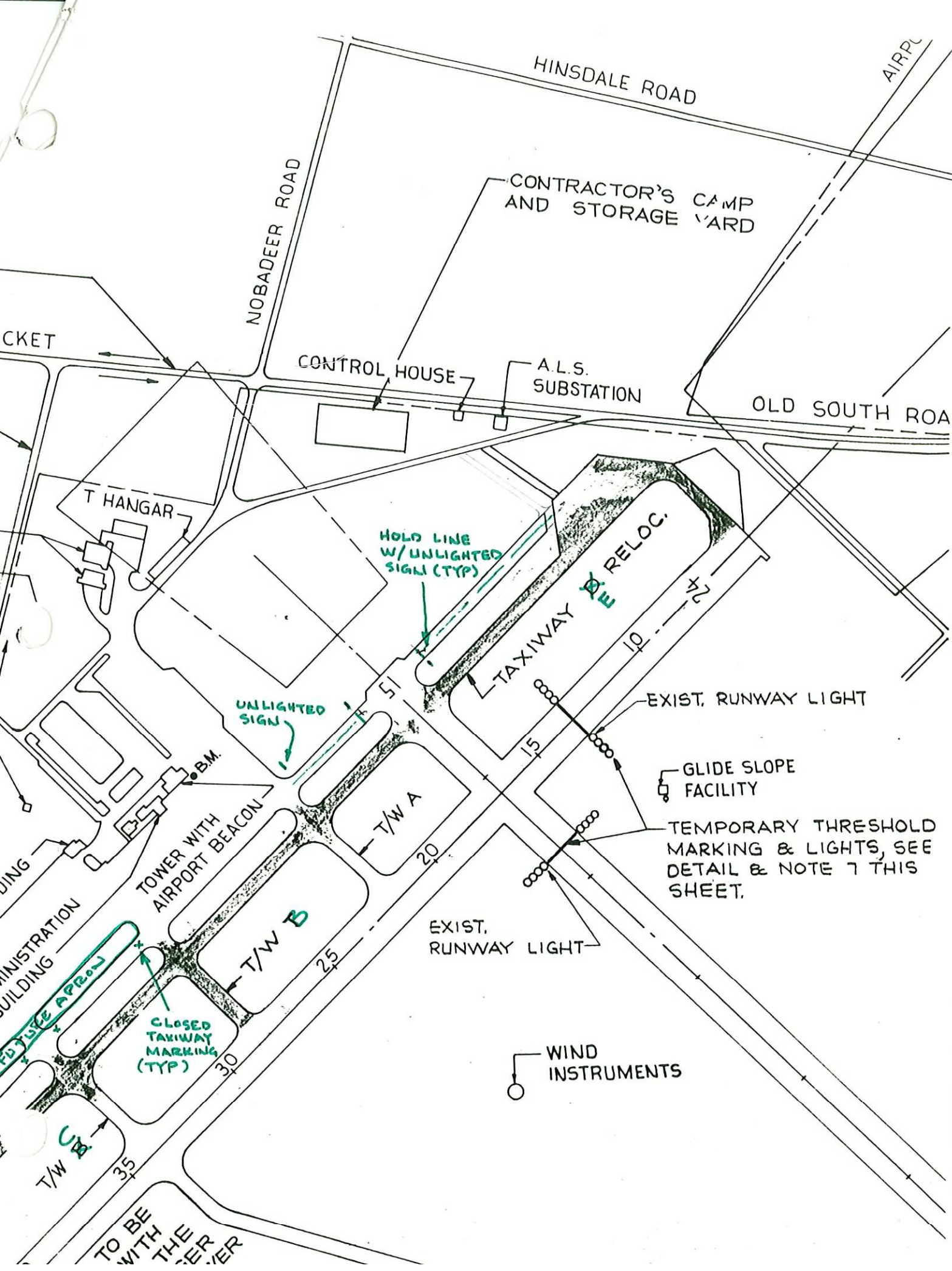
1. Use restricted by direction of Air Traffic Control.
2. Use restricted to daylight only.
3. Use restricted to small airplanes (maximum gross weight  $\pm$  12,500 pounds).
4. Marking, in accordance with AC 150/5340-1E, be provided by the sponsor with the exception that guidance signs be unlighted.
5. Existing lighting circuit be discontinued as proposed under the taxiway extension project.

6. Sponsor will submit a plan for marking and signing for approval by the FAA.
7. If eligible, the airport sponsor will coordinate with ATCT to publish an airport diagram with suitable restriction notation in the Instrument Approach Procedures publication and the Airport/Facility Directory.
8. Grading requirements, as specified under Taxiway Safety Area in AC 150/5300-12, shall be maintained.

The attached sketch shows a typical section with the pertinent clearance limits noted for reference.

*F. Craig Bailey*  
F. Craig Bailey





HINSDALE ROAD

AIRPL

NOBADEER ROAD

CONTRACTOR'S CAMP AND STORAGE YARD

CONTROL HOUSE

A.L.S. SUBSTATION

OLD SOUTH ROAD

T HANGAR

HOLD LINE W/ UNLIGHTED SIGN (TYP)

TAXIWAY B RELOC.

UNLIGHTED SIGN

EXIST. RUNWAY LIGHT

GLIDE SLOPE FACILITY

TEMPORARY THRESHOLD MARKING & LIGHTS, SEE DETAIL & NOTE 7 THIS SHEET.

EXIST. RUNWAY LIGHT

WIND INSTRUMENTS

TOWER WITH AIRPORT BEACON

T/W A

T/W B

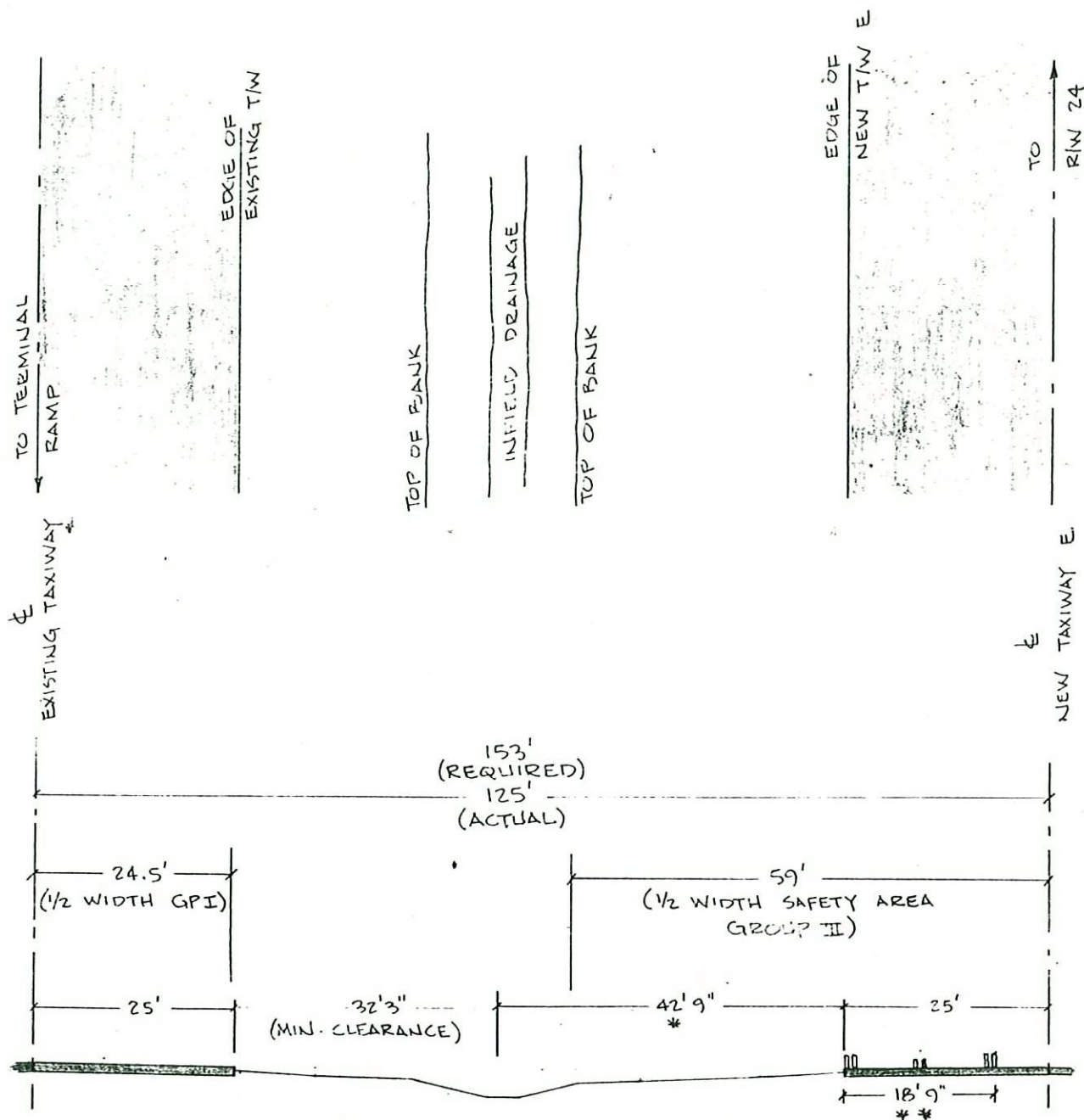
CLOSED TAXIWAY MARKING (TYP)

ADMINISTRATION BUILDING

T/W C

TO BE WITH THE PAPER





- \* B 727 WINGTIP WITH MAIN GEAR ON EDGE OF TAXIWAY
- \*\* B 727 GEAR CONFIGURATION

NANTUCKET MEMORIAL AIRPORT  
 WAIVER OF MINIMUM PARALLEL TAXIWAY  
 SEPARATION CRITERIA



600  
610

Town of Nantucket  
NANTUCKET MEMORIAL AIRPORT  
Nantucket Island, Massachusetts 02554

Office of Airport Manager

Phone (617) 228-1255

April 25, 1986

Gerald D. Curtin  
Manager Airports Division  
12 New England Executive Park  
Burlington, MA 01803

Dear Gerry:

Please be advised the Nantucket Airport Commission agrees with Tower Manager Robert McGrady on the retention of the existing taxiway from the terminal to runway two-four.

The Commission, at a regular meeting held on April 8, 1986, unanimously voted to request a waiver from the seventy-nine feet requirement from wing root to tip by restricting the use of this portion of the existing taxiway to daytime use only, unlighted and to aircraft of 12,500 pounds or less.

Thank you for your consideration.

Yours truly,

*Kenneth W. Holdgate*  
Kenneth W. Holdgate  
Manager

KWH:ka

Enc.

cc: R. McGrady

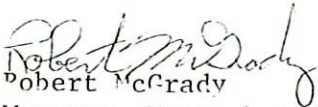


U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: New Taxiway Construction Project

Date: April 4, 1986

From:   
Robert McGrady  
Manager, Nantucket Tower

Reply to  
Attn. of:

To: Robert Allen  
Chairman, Nantucket Airport Commission  
Nantucket, Mass. 02554

Dear Mr. Allen,

At a recent preconstruction meeting it was learned that the existing taxiway from the terminal to runway two-four was going to be abandoned. The project, as now proposed by the FAA, calls for a taxiway light to be placed in the middle of the present taxiway at the terminal end and also for removal of approximately twenty feet of the same taxiway just before the runup area. This creates a number of problems.

The taxiway from the t-hangars to runway two-four will no longer connect to the runup area. Perouting this traffic by the north ramp next to the tower, will create unnecessary conflictions with the main terminal ramp and the large southwest general aviation ramp. In addition an aircraft wishing full length of runway one-five will have to back taxi. We recently did away with this problem on runway six, hopefully not to reappear on runway one-five.

I realize the FAA criteria for this airport requires seventy-nine feet from wing root to tip (because of the DC-9 type equipment) to assure proper clearance. Having two such aircraft on both taxiways at the same time seems remote, however possible. This condition would not occur during the period of time that the tower is open. (daylight) Therefore, I would like the Airport Commission to seek a waiver so that the now existing taxiway could be restricted to a day only, (no lights) 12,500 pound aircraft or less. This would preclude the larger aircraft from using the old taxiway and still give the tower additional flexibility during peak traffic conditions.

Thank you for your consideration regarding this matter.



NNNN

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220308 KRWA

IR NOLSE 221308

NOT RWA 5/81 SERVICE 3

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*(Handwritten: 10/1)*

*(Handwritten: 1100)*  
*(Handwritten: - 2)*  
*(Handwritten: - 200)*  
*(Handwritten: - 40)*

GG ALRONS-1-100. RUN-1-200. ALFIFDS.

PART ONE OF TWO

NOTICE N 8260.45 SUBJECT AC 120/29 CRITERIA FOR APPROVING  
CATEGORY I AND CATEGORY II LANDING MINIMA FOR 121 OPERATORS  
CMA SUBPARAGRAPHS 3B 73/ AND 74/ OF APPENDIX 2.

CNL 5/1/85

THE OBSTACLE CRITICAL AREAS AND AIRCRAFT ON GROUND CRITERIA  
CONTAINED IN APPENDIX 2 TO AC 120/29 CMA CRITERIA FOR APPROVING  
CATEGORY I AND CATEGORY II LANDING MINIMA FOR 121 OPERATORS CMA  
DATED SEPTEMBER 25/1970 CMA ARE NO LONGER APPLICABLE.

PENDING INCORPORATION OF CATEGORY II OBSTACLE CRITERIA IN ORDER  
8260.3B CMA UNITED STATES STANDARD FOR TERMINAL INSTRUMENT  
PROCEDURES /TERPS/ CMA AND DELETION OF THESE CRITERIA FROM  
AC 120/29 CMA APPLY THE RUNWAY AND INNER/TRANSITIONAL SURFACE  
END PART ONE

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GENOT RWA 5/81 SERVICE 3

RECEIVED  
MAY 22 7 17 AM '85

PART TWO OF TWO

OBSTACLE FREE ZONE CRITERIA AND RUNWAY SAFETY AREA DEFINED IN  
AC 150/5300-41 AND AC 150/5300-42 TO AIRCRAFT OPERATING ON THE  
GROUND AND TO MOVING VEHICLES IN LIEU OF THESE CRITERIA  
CONTAINED IN THE AFOREMENTIONED SUBPARAGRAPHS OF AC 120/29.  
BRENNAN - ACTG - AFD-1

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